

2002

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

67

Nottoway County
Town of Blackstone
Town of Burkeville
Town of Crewe

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

| | | |
|--|----------------------|--|
| North  | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|  | US Route | |
|  | Virginia State Route | |
|  | Secondary Route | |














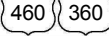
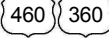
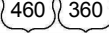
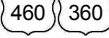


Special Routes

| | |
|--|---|
| Bus  | Bus - Business Route |
| | Bypas - Bypass Route |
| | Truck - Truck Route |
| ALT  | ALT - Alternate Route |
| | Wye - Wye Route connector |
|  | P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction. |
|  | The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report. |

























































Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Nottoway Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|-----------------------|------|-------|-------|------|---------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 40 | | 4.80 | 3500 | F | From | Lunenburg County Line | | | | C | 0.099 | F | 0.664 | 3500 | F | 2002 |
| | | | | | To | SCL Blackstone | | | | | | | | | | |
| Town of Blackstone | | | | | | | | | | | | | | | | |
| 40 | South Main Street | 0.18 | 3900 | F | From | SCL Blackstone | | | | F | 0.098 | F | 0.64 | 3900 | F | 2002 |
| | | | | | To | SR 46 | | | | | | | | | | |
| 40 | South Main Street | 0.57 | 11000 | F | From | Tenth St | | | | C | 0.094 | F | 0.551 | 11000 | F | 2002 |
| | | | | | To | West Entrance Rd | | | | | | | | | | |
| 40 | South Main Street | 0.21 | 11000 | F | From | Elm St | | | | F | 0.095 | F | 0.582 | 11000 | F | 2002 |
| | | | | | To | RT 460 BUS/RT 592 | | | | | | | | | | |
| 40 | Bus 460 North Main St | 0.59 | 7400 | F | From | NORTH MAIN ST | | | | F | 0.087 | F | 0.542 | 7400 | F | 2002 |
| | | | | | To | ECL Blackstone | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 40 | | 5.76 | 1500 | F | From | ECL Blackstone | | | | F | 0.087 | F | 0.540 | 1500 | F | 2002 |
| | | | | | To | Dinwiddie County Line | | | | | | | | | | |
| 46 | | 5.46 | 1700 | F | From | Brunswick County Line | | | | F | 0.084 | F | 0.596 | 1700 | F | 2002 |
| | | | | | To | New SCL Blackstone | | | | | | | | | | |
| Town of Blackstone | | | | | | | | | | | | | | | | |
| 46 | | 0.15 | 2000 | F | From | New SCL Blackstone | | | | F | 0.107 | F | 0.614 | 2000 | F | 2002 |
| | | | | | To | SR 40 | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 49 | | 8.54 | 1500 | G | From | Lunenburg County Line | | | | F | NA | | | 1500 | G | 2002 |
| | | | | | To | 67-633 Lone Pine Rd | | | | | | | | | | |
| 49 | | 0.46 | 2700 | F | From | SCL Crewe | | | | F | 0.086 | F | 0.509 | 2700 | F | 2002 |
| | | | | | To | | | | | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| 49 | | 0.15 | 2700 | N | From | SCL Crewe | | | | N | 0.086 | N | 0.509 | 2700 | N | 2002 |
| | | | | | To | S US 460 | | | | | | | | | | |
| 49 460 | | 1.80 | 11000 | F | From | N US 460 | | | | F | 0.079 | F | 0.524 | 11000 | F | 2002 |
| | | | | | To | NCL Crewe | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 49 | | 1.55 | 2100 | N | From | NCL Crewe | | | | N | 0.097 | N | 0.527 | 2100 | N | 2002 |
| | | | | | To | US 360 East of Burkeville | | | | | | | | | | |
| 153 | | 6.52 | 2200 | F | From | US 460 Wellville | | | | C | 0.092 | F | 0.505 | 2200 | F | 2002 |
| | | | | | To | Amelia County Line | | | | | | | | | | |
| 307 | | 5.42 | 5000 | F | From | Prince Edward County Line | | | | F | 0.078 | F | 0.550 | 4700 | F | 2002 |
| | | | | | To | Amelia County Line | | | | | | | | | | |
| 360 | | 1.12 | 5700 | F | From | Prince Edward County Line | | | | F | 0.078 | F | 0.616 | 5600 | F | 2002 |
| | | | | | To | 67-621 | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Nottoway Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--|--------|-------|----|-------------------------------|-----|------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
|  | 0.39 | 6000 | F | From: 85% | 1% | 2% | 2% | 9% | 1% | F | 0.073 | F | 0.607 | 5900 | F | 2002 |
| | | | | To: 67-621 | | | | | | | | | | | | |
|  | 0.19 | 11000 | F | From: 79% | 1% | 1% | 2% | 17% | 1% | C | 0.080 | F | 0.541 | 11000 | F | 2002 |
| | | | | To: US 460 | | | | | | | | | | | | |
| | | | | To: WCL Burkeville | | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
|  | 1.06 | 11000 | N | From: 79% | 1% | 1% | 2% | 17% | 1% | N | 0.080 | N | 0.541 | 11000 | N | 2002 |
| | | | | To: WCL Burkeville | | | | | | | | | | | | |
|  | 0.08 | 15000 | G | From: 85% | 1% | 2% | 2% | 9% | 1% | F | NA | | | 15000 | G | 2002 |
| | | | | To: US 460 Bus | | | | | | | | | | | | |
| | | | | To: ECL Burkeville | | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
|  | 0.35 | 15000 | N | From: 85% | 1% | 2% | 2% | 9% | 1% | N | NA | | | 15000 | N | 2002 |
| | | | | To: ECL Burkeville | | | | | | | | | | | | |
|  | 0.23 | 4200 | F | From: 89% | 1% | 2% | 1% | 7% | 1% | F | 0.069 | F | 0.559 | 4100 | F | 2002 |
| | | | | To: US 460 | | | | | | | | | | | | |
|  | 2.46 | 5100 | F | From: 89% | 1% | 2% | 1% | 7% | 1% | F | 0.074 | F | 0.57 | 5000 | F | 2002 |
| | | | | To: 67-723 | | | | | | | | | | | | |
|  | 4.17 | 6900 | F | From: 89% | 1% | 2% | 1% | 7% | 1% | F | 0.079 | F | 0.588 | 6700 | F | 2002 |
| | | | | To: SR 49 | | | | | | | | | | | | |
|  | 0.18 | 1400 | F | From: 95% | 0% | 2% | 1% | 2% | 0% | C | 0.087 | F | 0.508 | 1400 | F | 2002 |
| | | | | To: Amelia County Line | | | | | | | | | | | | |
| | | | | To: WCL Burkeville | | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
|  | 0.30 | 1400 | N | From: 95% | 0% | 2% | 1% | 2% | 0% | N | 0.087 | N | 0.508 | 1400 | N | 2002 |
| | | | | To: WCL Burkeville | | | | | | | | | | | | |
|  | 0.21 | 2700 | F | From: 95% | 0% | 2% | 1% | 2% | 0% | F | 0.092 | F | 0.531 | 2700 | F | 2002 |
| | | | | To: 67-724 Harris Spring Rd | | | | | | | | | | | | |
|  | 0.44 | 2300 | F | From: 95% | 0% | 2% | 1% | 2% | 0% | F | 0.092 | F | 0.572 | 2300 | F | 2002 |
| | | | | To: 67-628 Agnew St | | | | | | | | | | | | |
| | | | | To: US 460 East of Burkeville | | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
|  | 3.05 | 7200 | F | From: 85% | 1% | 2% | 1% | 12% | 0% | F | 0.082 | F | 0.527 | 7000 | F | 2002 |
| | | | | To: Prince Edward County Line | | | | | | | | | | | | |
|  | 0.19 | 11000 | F | From: 79% | 1% | 1% | 2% | 17% | 1% | C | 0.080 | F | 0.541 | 11000 | F | 2002 |
| | | | | To: US 360 | | | | | | | | | | | | |
| | | | | To: CL Burkeville | | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
|  | 1.06 | 11000 | N | From: 79% | 1% | 1% | 2% | 17% | 1% | N | 0.080 | N | 0.541 | 11000 | N | 2002 |
| | | | | To: CL Burkeville | | | | | | | | | | | | |
|  | 0.08 | 15000 | G | From: 85% | 1% | 2% | 2% | 9% | 1% | F | NA | | | 15000 | G | 2002 |
| | | | | To: US 460 BUS | | | | | | | | | | | | |
| | | | | To: CL Burkeville | | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
|  | 0.35 | 15000 | N | From: 85% | 1% | 2% | 2% | 9% | 1% | N | NA | | | 15000 | N | 2002 |
| | | | | To: CL Burkeville | | | | | | | | | | | | |
|  | 0.19 | 9300 | F | From: 85% | 1% | 2% | 1% | 12% | 0% | F | 0.078 | F | 0.537 | 9200 | F | 2002 |
| | | | | To: US 360 BUS | | | | | | | | | | | | |
|  | 1.29 | 9700 | F | From: 85% | 1% | 2% | 1% | 12% | 0% | F | 0.081 | F | 0.507 | 9600 | F | 2002 |
| | | | | To: 67-723 | | | | | | | | | | | | |
| | | | | To: WCL Crewe | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--|--------|-------|----|-------|-----|------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| From:  WCL Crewe | | | | | | | | | | | | | | | | |
| To:  | 0.76 | 9700 | N | 85% | 1% | 2% | 1% | 12% | 0% | N | 0.081 | N | 0.507 | 9600 | N | 2002 |
| From:  W SR 49 | | | | | | | | | | | | | | | | |
| To:  | 1.80 | 11000 | F | 85% | 1% | 2% | 1% | 12% | 0% | F | 0.079 | F | 0.524 | 11000 | F | 2002 |
| From:  E SR 49 | | | | | | | | | | | | | | | | |
| To:  | 0.70 | 10000 | F | 85% | 1% | 2% | 1% | 12% | 0% | F | 0.083 | F | 0.561 | 10000 | F | 2002 |
| From:  ECL Crewe | | | | | | | | | | | | | | | | |
| To:  | | | | | | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| From:  ECL Crewe | | | | | | | | | | | | | | | | |
| To:  | 1.35 | 10000 | N | 85% | 1% | 2% | 1% | 12% | 0% | N | 0.083 | N | 0.561 | 10000 | N | 2002 |
| From:  67-1006 | | | | | | | | | | | | | | | | |
| To:  | 0.66 | 9500 | F | 85% | 1% | 2% | 1% | 12% | 0% | F | 0.078 | F | 0.508 | 9300 | F | 2002 |
| From:  67-607 | | | | | | | | | | | | | | | | |
| To:  | 5.99 | 5800 | F | 85% | 1% | 2% | 1% | 12% | 0% | F | 0.073 | F | 0.503 | 5700 | F | 2002 |
| From:  67-606 | | | | | | | | | | | | | | | | |
| To:  | 2.23 | 4700 | F | 85% | 1% | 2% | 1% | 12% | 0% | F | 0.074 | F | 0.53 | 4600 | F | 2002 |
| From:  67-609 | | | | | | | | | | | | | | | | |
| To:  | 3.71 | 7900 | F | 85% | 1% | 2% | 1% | 12% | 0% | F | 0.075 | F | 0.52 | 7800 | F | 2002 |
| From:  Dinwiddie County Line | | | | | | | | | | | | | | | | |
| To:  | | | | | | | | | | | | | | | | |
| From:  US 460 West of Nottoway CH | | | | | | | | | | | | | | | | |
| To:  | 1.20 | 4500 | F | 95% | 1% | 0% | 0% | 3% | 0% | F | 0.110 | F | 0.519 | 4500 | F | 2002 |
| From:  67-9457 | | | | | | | | | | | | | | | | |
| To:  | 4.10 | 3800 | F | 95% | 1% | 0% | 0% | 3% | 0% | C | 0.101 | F | 0.55 | 3800 | F | 2002 |
| From:  67-658 | | | | | | | | | | | | | | | | |
| To:  | | | | | | | | | | | | | | | | |
| Town of Blackstone | | | | | | | | | | | | | | | | |
| From:  WCL Blackstone | | | | | | | | | | | | | | | | |
| To:  | 0.25 | 3900 | F | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.108 | F | 0.501 | 3900 | F | 2002 |
| From:  Hardy St | | | | | | | | | | | | | | | | |
| To:  | 0.93 | 5200 | F | 96% | 1% | 1% | 0% | 2% | 0% | C | 0.097 | F | 0.529 | 5200 | F | 2002 |
| From:  South Main St | | | | | | | | | | | | | | | | |
| To:  | 0.59 | 7400 | F | 96% | 1% | 1% | 0% | 3% | 0% | F | 0.087 | F | 0.542 | 7400 | F | 2002 |
| From:  Elm St | | | | | | | | | | | | | | | | |
| To:  | 0.14 | 6200 | F | 96% | 1% | 1% | 0% | 3% | 0% | F | 0.094 | F | 0.516 | 6300 | F | 2002 |
| From:  Dinwiddie St | | | | | | | | | | | | | | | | |
| To:  | 0.37 | 6300 | F | 96% | 1% | 1% | 0% | 3% | 0% | F | 0.089 | F | 0.520 | 6300 | F | 2002 |
| From:  Division St | | | | | | | | | | | | | | | | |
| To:  | 0.56 | 4100 | F | 96% | 1% | 1% | 0% | 3% | 0% | F | 0.09 | F | 0.501 | 4100 | F | 2002 |
| From:  Access Rd | | | | | | | | | | | | | | | | |
| To:  | | | | | | | | | | | | | | | | |
| From:  ECL Blackstone | | | | | | | | | | | | | | | | |
| To:  | | | | | | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| From:  ECL Blackstone | | | | | | | | | | | | | | | | |
| To:  | 2.10 | 4000 | F | 96% | 1% | 1% | 0% | 3% | 0% | F | 0.082 | F | 0.537 | 4000 | F | 2002 |
| From:  US 460 East of Blackstone | | | | | | | | | | | | | | | | |
| To:  | | | | | | | | | | | | | | | | |
| From:  US 460 | | | | | | | | | | | | | | | | |
| To:  | 0.18 | 1400 | F | 95% | 0% | 2% | 1% | 2% | 0% | C | 0.087 | F | 0.508 | 1400 | F | 2002 |
| From:  CL Burkeville | | | | | | | | | | | | | | | | |
| To:  | | | | | | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| From:  CL Burkeville | | | | | | | | | | | | | | | | |
| To:  | 0.30 | 1400 | N | 95% | 0% | 2% | 1% | 2% | 0% | N | 0.087 | N | 0.508 | 1400 | N | 2002 |
| From:  67-T724 | | | | | | | | | | | | | | | | |
| To:  | 0.21 | 2700 | F | 95% | 0% | 2% | 1% | 2% | 0% | F | 0.092 | F | 0.531 | 2700 | F | 2002 |
| From:  67-628 | | | | | | | | | | | | | | | | |
| To:  | | | | | | | | | | | | | | | | |

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| Route | | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|------------|--------|------|----|-------|---------------------------|-------|----|----|----|-------|-----------|-------|------------|-------|------------|------|
| Town of Burkeville | | | | | | | | | | | | | | | | | |
| Bus 460 | Bus 360 | 0.44 | 2300 | F | From: | 67-628 | | | | F | 0.092 | F | 0.572 | 2300 | F | 2002 | |
| | | | | | To: | US 460 East of Burkeville | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | | |
| | | 2.62 | 200 | R | From: | SR 49 | | | | | NA | | | NA | | 02/20/2002 | |
| | | | | | To: | | | | | | | | | | | | |
| | | 2.60 | 140 | R | From: | 67-626 | | | | NA | | | | NA | | 02/20/2002 | |
| | | | | | To: | 67-625 | | | | | | | | | | | |
| | | 4.10 | 100 | R | From: | 67-626 EAST | | | | NA | | | | NA | | 02/13/2002 | |
| | | | | | To: | 67-626 WEST | | | | | | | | | | | |
| | | 2.80 | 140 | R | From: | | | | | NA | | | | NA | | 02/13/2002 | |
| | | | | | To: | 67-625 | | | | | | | | | | | |
| | | 2.60 | 70 | R | From: | 67-601 | | | | NA | | | | NA | | 02/13/2002 | |
| | | | | | To: | 67-603 | | | | | | | | | | | |
| | | 1.80 | 100 | R | From: | 67-626 | | | | NA | | | | NA | | 02/20/2002 | |
| | | | | | To: | 1.80 MN 67-626 | | | | | | | | | | | |
| | | 0.40 | 50 | R | From: | | | | | NA | | | | NA | | 02/20/2002 | |
| | | | | | To: | 67-602 | | | | | | | | | | | |
| | | 1.80 | 190 | R | From: | | | | | NA | | | | NA | | 1999 | |
| | | | | | To: | US 460 BUS | | | | | | | | | | | |
| | | 2.72 | 200 | R | From: | SR 40 | | | | NA | | | | NA | | 02/20/2002 | |
| | | | | | To: | 67-679 | | | | | | | | | | | |
| | | 3.00 | 150 | R | From: | | | | | NA | | | | NA | | 02/20/2002 | |
| | | | | | To: | 67-600 | | | | | | | | | | | |
| | | 1.50 | 120 | R | From: | 67-609 | | | | NA | | | | NA | | 02/13/2002 | |
| | | | | | To: | 67-669 | | | | | | | | | | | |
| | | 0.75 | 230 | R | From: | | | | | NA | | | | NA | | 02/13/2002 | |
| | | | | | To: | 67-660 | | | | | | | | | | | |
| | | 0.08 | 900 | R | From: | US 460 | | | | NA | | | | NA | | 1999 | |
| | | | | | To: | 67-673 | | | | | | | | | | | |
| | | 4.34 | 770 | R | From: | | | | | NA | | | | NA | | 1999 | |
| | | | | | To: | 67-607 | | | | | | | | | | | |
| | | 1.04 | 200 | F | 98% | 1% | 0% | 0% | 0% | C | 0.101 | F | 0.571 | 200 | F | 2002 | |
| | | | | | To: | 67-609 | | | | | | | | | | | |
| | | 0.80 | 540 | F | 96% | 1% | 1% | 2% | 0% | F | 0.116 | F | 0.592 | 540 | F | 2002 | |
| | | | | | To: | 67-606 | | | | | | | | | | | |
| | | 1.50 | 350 | F | 96% | 1% | 1% | 2% | 0% | F | 0.149 | F | 0.624 | 360 | F | 2002 | |
| | | | | | To: | 67-614 | | | | | | | | | | | |
| | | 0.30 | 410 | R | From: | 67-611 EAST | | | | NA | | | | NA | | 1999 | |
| | | | | | To: | 67-611 WEST | | | | | | | | | | | |
| | | 2.90 | 410 | R | From: | | | | | NA | | | | NA | | 1999 | |
| | | | | | To: | 67-646 | | | | | | | | | | | |
| | | 0.60 | 480 | R | From: | | | | | NA | | | | NA | | 1999 | |
| | | | | | To: | 67-617 | | | | | | | | | | | |
| | | 0.70 | 650 | R | From: | | | | | NA | | | | NA | | 1999 | |
| | | | | | To: | US 460 EAST | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------|--------|------|----|-------|------------------------------|-----------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| (607) | 0.30 | 330 | R | From: | US 460 EAST | | | | | | NA | | | NA | | 1999 |
| (607) | 0.80 | 240 | R | To: | 67-684 | | | | | | NA | | | NA | | 1999 |
| (607) | 2.30 | 180 | F | From: | 67-653 | | | | | C | 0.112 | F | 0.609 | 180 | F | 2002 |
| (607) | 1.10 | 360 | F | To: | SR 49 | | | | | C | 0.118 | F | 0.511 | 360 | F | 2002 |
| (607) | 2.09 | 450 | F | From: | 67-633 | | | | | F | 0.100 | F | 0.617 | 450 | F | 2002 |
| | | | | To: | SCL Crewe | | | | | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| (607) | 0.21 | 450 | N | From: | SCL Crewe | | | | | N | 0.100 | N | 0.617 | 450 | N | 2002 |
| (607) | 0.29 | 440 | R | To: | US 460 West | | | | | | NA | | | NA | | 1999 |
| | | | | To: | 67-630 | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| (608) | 5.30 | 280 | R | From: | 67-609 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | SR 153 | | | | | | | | | | | |
| (609) | 2.75 | 480 | F | From: | US 460; US 460 BUS | | | | | C | 0.109 | F | 0.635 | 490 | F | 2002 |
| (609) | 1.55 | 270 | F | From: | 67-715 | | | | | F | 0.12 | F | 0.627 | 270 | F | 2002 |
| (609) | 2.20 | 240 | R | To: | 67-606 | | | | | | NA | | | NA | | 1999 |
| | | | | To: | 67-610 | | | | | | | | | | | |
| (610) | 1.56 | 170 | R | From: | 67-614 | | | | | | NA | | | NA | | 02/13/2002 |
| (610) | 2.70 | 150 | R | To: | 67-609 | | | | | | NA | | | NA | | 02/13/2002 |
| (610) | 2.39 | 280 | R | From: | SR 153 NORTH SR 153 SOUTH | | | | | | NA | | | NA | | 02/13/2002 |
| (610) | 1.90 | 240 | R | To: | 67-612 SOUTH 67-612 NORTH | | | | | | NA | | | NA | | 02/13/2002 |
| (610) | 0.65 | 260 | R | From: | 67-730 | | | | | | NA | | | NA | | 02/13/2002 |
| (610) | 0.80 | 210 | R | To: | 67-681 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | Amelia County Line | | | | | | | | | | | |
| (611) | 0.40 | 210 | R | From: | US 460 BUS | | | | | | NA | | | NA | | 1999 |
| (611) | 4.30 | 130 | R | To: | 67-625 | | | | | | NA | | | NA | | 03/11/2002 |
| (611) | 3.16 | 180 | R | From: | 67-607 WEST 67-607 EAST | | | | | | NA | | | NA | | 1999 |
| (611) | 2.40 | 110 | R | To: | 67-613 | | | | | | NA | | | NA | | 1999 |
| | | | | To: | 67-615 | | | | | | | | | | | |
| (612) | 1.97 | 450 | F | From: | SR 153 | | | | | F | 0.106 | F | 0.533 | 460 | F | 2002 |
| | | | | To: | 67-640 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------|-----------|------|------|-------|----------------------------|----------------------|--------|--------|--------|-------|-----------|-------|------------|------------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 612 | 1.84 | 590 | F | From | 67-640 | | | | C | 0.105 | F | 0.516 | 590 | F | 2002 | |
| | | | | To | | | | | | | | | | | | |
| 612 | 1.68 | 460 | F | From | 67-610 NORTH | | | | F | 0.119 | F | 0.59 | 460 | F | 2002 | |
| | | | | To | Amelia County Line | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 613 | 0.26 | 150 | F | From | 67-615 | | | | C | 0.136 | F | 0.636 | 160 | F | 2002 | |
| | | | | To | | | | | | | | | | | | |
| 613 | 4.62 | 160 | R | From | 67-617 | | | | NA | | | NA | | 03/11/2002 | | |
| | | | | To | 67-614 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 614 | 0.73 | 460 | F | From | 67-625; 67-726 | | | | C | 0.084 | F | 0.571 | 460 | F | 2002 | |
| | | | | To | | | | | | | | | | | | |
| 614 | 0.15 | 980 | F | From | US 460 | | | | F | 0.095 | F | 0.558 | 980 | F | 2002 | |
| | | | | To | | | | | | | | | | | | |
| 614 | 4.35 | 230 | F | From | 67-625; 67-731 | | | | F | 0.114 | F | 0.633 | 230 | F | 2002 | |
| | | | | To | | | | | | | | | | | | |
| 614 | 3.84 | 480 | F | From | 67-607 | | | | C | 0.113 | F | 0.655 | 480 | F | 2002 | |
| | | | | To | | | | | | | | | | | | |
| 614 | 1.40 | 480 | F | From | 67-613 | | | | F | 0.105 | F | 0.633 | 480 | F | 2002 | |
| | | | | To | Amelia County Line | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 615 | 1.40 | 1400 | F | From | US 360 | | | | C | 0.091 | F | 0.677 | 1400 | F | 2002 | |
| | | | | To | | | | | | | | | | | | |
| 615 | 2.20 | 260 | R | From | 67-619 EAST | | | | NA | | | NA | | 02/25/2002 | | |
| | | | | To | | | | | | | | | | | | |
| 615 | 1.00 | 300 | F | From | 67-630 | | | | F | 0.109 | F | 0.58 | 300 | F | 2002 | |
| | | | | To | | | | | | | | | | | | |
| 615 | 3.70 | 230 | R | From | 67-613 | | | | NA | | | NA | | 02/25/2002 | | |
| | | | | To | Amelia County Line | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 616 | 3.40 | 280 | R | From | Prince Edward County Line | | | | NA | | | | NA | | 02/25/2002 | |
| | | | | To | | | | | | | | | | | | |
| 616 | 0.70 | 660 | R | From | SR 307 WEST SR 307 EAST | | | | NA | | | | NA | | 02/25/2002 | |
| | | | | To | Amelia County Line | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 617 | 0.20 | 350 | R | From | 67-607 | | | | NA | | | | NA | | 03/11/2002 | |
| | | | | To | | | | | | | | | | | | |
| 617 | 4.60 | 260 | R | From | 67-632 | | | | NA | | | | NA | | 03/11/2002 | |
| | | | | To | | | | | | | | | | | | |
| 617 | 0.40 | 100 | R | From | 67-613 | | | | NA | | | | NA | | 02/25/2002 | |
| | | | | To | 67-615 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| 618 | Carter St | 0.14 | 2400 | F | From | US 460 | | | | C | 0.107 | F | 0.555 | 2400 | F | 2002 |
| | | | | | To | 67-1009 Tennesse Ave | | | | | | | | | | |
| 618 | | 0.14 | 1400 | F | From | 67-1009 | | | | F | 0.093 | F | 0.508 | 1400 | F | 2002 |
| | | | | | To | | | | | | | | | | | |
| 618 | | 0.13 | 1200 | F | From | 67-1011 | | | | C | 0.098 | F | 0.537 | 1200 | F | 2002 |
| | | | | | To | | | | | | | | | | | |
| 618 | | 0.29 | 1100 | G | From | 67-619; 67-1025 | | | | F | NA | | | 1100 | G | 2002 |
| | | | | | To | 67-1008 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|--------|------|----|-----------|-----|---------------------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| 618 | 0.18 | 820 | F | From: 97% | 1% | 67-1008 | | | | F | 0.094 | F | 0.524 | 820 | F | 2002 |
| | | | | To: | | ECL Crewe | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 618 | 2.58 | 440 | F | From: 97% | 1% | 1% | 1% | 1% | 0% | F | 0.118 | F | 0.574 | 440 | F | 2002 |
| | | | | To: | | 67-617 | | | | | | | | | | |
| 618 | 3.10 | 230 | R | From: | | 67-613 | | | | NA | | | | NA | | 03/11/2002 |
| Town of Crewe | | | | | | | | | | | | | | | | |
| 619 | 0.25 | 1900 | F | From: 98% | 1% | 1% | 0% | 1% | 0% | F | 0.096 | F | 0.58 | 1900 | F | 2002 |
| | | | | To: | | NCL Crewe | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 619 | 0.93 | 1600 | F | From: 98% | 1% | 1% | 0% | 1% | 0% | C | 0.093 | F | 0.568 | 1600 | F | 2002 |
| | | | | To: | | 67-630 | | | | | | | | | | |
| 619 | 1.70 | 1300 | F | From: 98% | 1% | 1% | 0% | 1% | 0% | F | 0.095 | F | 0.660 | 1300 | F | 2002 |
| | | | | To: | | 67-615 MID | | | | | | | | | | |
| 619 | 1.00 | 420 | R | From: | | 67-615 WEST | | | | NA | | | | NA | | 02/25/2002 |
| | | | | To: | | 67-631 | | | | | | | | | | |
| 619 | 4.20 | 270 | R | From: | | 67-615 EAST | | | | NA | | | | NA | | 02/25/2002 |
| | | | | To: | | SR 307 | | | | | | | | | | |
| 620 | 1.90 | 110 | R | From: | | 04-617; 73-600 | | | | NA | | | | NA | | 02/25/2002 |
| | | | | To: | | Prince Edward County Line | | | | | | | | | | |
| 621 | 1.29 | 240 | R | From: | | US 360 | | | | NA | | | | NA | | 02/25/2002 |
| | | | | To: | | WCL Burkeville | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 621 | 0.03 | 450 | N | From: 98% | 0% | 1% | 1% | 0% | 0% | N | 0.119 | N | 0.764 | 460 | N | 2002 |
| | | | | To: | | 67-716 | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 622 | 1.60 | 80 | R | From: | | 67-625 | | | | NA | | | | NA | | 05/13/2002 |
| | | | | To: | | 67-624 SOUTH | | | | | | | | | | |
| 622 | 1.50 | 120 | R | From: | | 67-624 NORTH | | | | NA | | | | NA | | 1999 |
| | | | | To: | | Prince Edward County Line | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 623 | 0.06 | 40 | R | From: | | 67-716 | | | | NA | | | | NA | | 03/20/2002 |
| | | | | To: | | Dead End | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 624 | 2.50 | 80 | R | From: | | 67-723 | | | | NA | | | | NA | | 02/25/2002 |
| | | | | To: | | 67-625 | | | | | | | | | | |
| 624 | 1.90 | 140 | R | From: | | 67-622 NORTH | | | | NA | | | | NA | | 02/25/2002 |
| | | | | To: | | 67-622 NORTH | | | | | | | | | | |
| 624 | 3.19 | 130 | R | From: | | WCL Burkeville | | | | NA | | | | NA | | 03/07/2002 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|--------|------|----|-------|-----|-----------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| From: 624 | 0.40 | 240 | R | | | WCL Burkeville | | | | | NA | | | NA | | 03/07/2002 |
| To: 624 | | | | | | 67-678 | | | | | NA | | | NA | | 03/07/2002 |
| From: 624 | 0.06 | 300 | R | | | 67-688 | | | | | NA | | | NA | | 03/07/2002 |
| To: 624 | | | | | | 67-724 | | | | | NA | | | NA | | 03/07/2002 |
| From: 624 | 0.52 | 720 | F | 92% | 7% | 1% | 0% | 0% | 0% | F | 0.112 | F | 0.56 | 720 | F | 2002 |
| To: 624 | | | | | | ECL Burkeville | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| From: 624 | 0.50 | 950 | F | 92% | 7% | 1% | 0% | 0% | 0% | C | 0.127 | F | 0.555 | 950 | F | 2002 |
| To: 624 | | | | | | 67-650; 67-723 | | | | | | | | | | |
| From: 625 | 1.73 | 220 | R | | | Lunenburg County Line | | | | | NA | | | NA | | 02/25/2002 |
| To: 625 | | | | | | 67-622 | | | | | NA | | | NA | | 02/25/2002 |
| From: 625 | 1.30 | 250 | R | | | 67-723 | | | | | NA | | | NA | | 02/25/2002 |
| To: 625 | | | | | | 67-651 | | | | | NA | | | NA | | 02/20/2002 |
| From: 625 | 1.43 | 230 | R | | | SR 49 | | | | | NA | | | NA | | 02/20/2002 |
| To: 625 | | | | | | 67-601 | | | | | NA | | | NA | | 02/20/2002 |
| From: 625 | 1.88 | 640 | F | 97% | 2% | 1% | 0% | 0% | 0% | C | 0.114 | F | 0.703 | 650 | F | 2002 |
| To: 625 | | | | | | US 460 BUS SOUTH | | | | | | | | | | |
| From: 625 | 1.30 | 200 | R | | | US 460 BUS NORTH | | | | | NA | | | NA | | 03/11/2002 |
| To: 625 | | | | | | 67-646 | | | | | NA | | | NA | | 03/11/2002 |
| From: 625 | 2.70 | 270 | R | | | 67-614; 67-731 | | | | | NA | | | NA | | 03/11/2002 |
| To: 625 | | | | | | 67-614; 67-726 | | | | | NA | | | NA | | 03/11/2002 |
| From: 625 | 1.14 | 430 | F | 97% | 1% | 2% | 0% | 0% | 0% | C | 0.126 | F | 0.526 | 430 | F | 2002 |
| To: 625 | | | | | | WCL Blackstone | | | | | | | | | | |
| From: 626 | 2.00 | 220 | R | | | Lunenburg County Line | | | | | NA | | | NA | | 02/20/2002 |
| To: 626 | | | | | | SR 49 | | | | | NA | | | NA | | 1999 |
| From: 626 | 0.70 | 470 | R | | | 67-600 | | | | | NA | | | NA | | 1999 |
| To: 626 | | | | | | 67-603 | | | | | NA | | | NA | | 1999 |
| From: 626 | 1.40 | 560 | R | | | 67-601 EAST | | | | | NA | | | NA | | 1999 |
| To: 626 | | | | | | 67-658 | | | | | NA | | | NA | | 1999 |
| From: 626 | 1.50 | 770 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.097 | F | 0.528 | 780 | F | 2002 |
| To: 626 | | | | | | WCL Blackstone | | | | | NA | | | NA | | 2002 |
| From: 627 | 0.73 | 140 | R | | | Lunenburg County Line | | | | | NA | | | NA | | 02/20/2002 |
| To: 627 | | | | | | 67-686 | | | | | NA | | | NA | | 02/20/2002 |
| From: 627 | 0.48 | 260 | R | | | SR 40 | | | | | NA | | | NA | | 02/20/2002 |
| To: 627 | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|--------|------|----|-------|-----------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 628 | 0.06 | 1300 | R | From: | Dead End | | | | | | NA | | | NA | | 03/20/2002 |
| 628 | 0.36 | 410 | R | To: | US 360 BUS | | | | | | NA | | | NA | | 03/20/2002 |
| 628 | 0.04 | 380 | F | From: | US 360; US 460 | | | | | C | 0.104 | F | 0.525 | 380 | F | 2002 |
| | | | | To: | NCL Burkeville | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 628 | 4.77 | 380 | N | From: | NCL Burkeville | | | | | N | 0.104 | N | 0.525 | 380 | N | 2002 |
| 628 | 1.87 | 320 | F | To: | 67-629 | | | | | F | 0.118 | F | 0.525 | 320 | F | 2002 |
| | | | | To: | SR 307 | | | | | | | | | | | |
| 629 | 1.90 | 100 | R | From: | 67-647 | | | | | | NA | | | NA | | 02/25/2002 |
| | | | | To: | 67-628 | | | | | | | | | | | |
| 630 | 0.92 | 150 | F | From: | US 360 | | | | | C | 0.11 | F | 0.625 | 150 | F | 2002 |
| | | | | To: | WCL Crewe | | | | | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| 630 | 0.50 | 150 | N | From: | WCL Crewe | | | | | N | 0.11 | N | 0.625 | 150 | N | 2002 |
| 630 | 0.35 | 430 | F | From: | 67-607 | | | | | F | 0.12 | F | 0.539 | 440 | F | 2002 |
| | | | | To: | SR 49 West | | | | | | | | | | | |
| 630 | 0.13 | 620 | F | From: | SR 49 East | | | | | F | 0.117 | F | 0.612 | 620 | F | 2002 |
| 630 | 0.28 | 230 | F | To: | 67-1044 | | | | | C | 0.137 | F | 0.594 | 230 | F | 2002 |
| | | | | To: | NCL Crewe | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 630 | 1.16 | 230 | N | From: | NCL Crewe | | | | | N | 0.137 | N | 0.594 | 230 | N | 2002 |
| 630 | 2.38 | 280 | F | To: | 67-619 | | | | | F | 0.111 | F | 0.625 | 280 | F | 2002 |
| | | | | To: | 67-615 | | | | | | | | | | | |
| 631 | 1.50 | 60 | R | From: | 67-619 | | | | | | NA | | | NA | | 02/25/2002 |
| 631 | 0.70 | 220 | R | To: | 1.50 ME 67-619 | | | | | | NA | | | NA | | 1999 |
| | | | | To: | US 360 | | | | | | | | | | | |
| 632 | 0.34 | 990 | F | From: | US 460; 67-1006 | | | | | C | 0.187 | F | 0.505 | 990 | F | 2002 |
| 632 | 1.80 | 380 | R | To: | 67-1052 | | | | | | NA | | | NA | | 03/01/2002 |
| | | | | To: | 67-617 | | | | | | | | | | | |
| 633 | 1.00 | 40 | R | From: | Dead End | | | | | | NA | | | NA | | 02/20/2002 |
| 633 | 1.80 | 160 | R | To: | 67-723 | | | | | | NA | | | NA | | 02/20/2002 |
| 633 | 1.53 | 630 | R | To: | 67-650 | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To: | SR 49 | | | | | | | | | | | |
| 634 | 0.44 | 60 | R | From: | US 460 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | 67-636 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|--------|------|----|-------|-----------------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 634 | 0.70 | 10 | R | From | 67-636 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 635 | 0.08 | 350 | R | From | 67-724 | | | | | | NA | | | NA | | 03/07/2002 |
| | | | | To | 67-663 | | | | | | | | | | | |
| 635 | 0.08 | 120 | R | From | 67-707 | | | | | | NA | | | NA | | 03/07/2002 |
| | | | | To | 67-697 | | | | | | | | | | | |
| 635 | 0.14 | 110 | R | From | 67-712 | | | | | | NA | | | NA | | 03/07/2002 |
| | | | | To | | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 636 | 3.10 | 30 | R | From | US 460 BUS | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To | 67-634 | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 637 | 0.07 | 90 | R | From | 67-638 | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To | 67-700 | | | | | | | | | | | |
| 638 | 0.17 | 70 | R | From | 67-676 | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To | 67-637 | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 639 | 1.00 | 160 | R | From | Dinwiddie County Line | | | | | | NA | | | NA | | 1999 |
| | | | | To | 67-640 | | | | | | | | | | | |
| 640 | 2.29 | 260 | R | From | 67-612 | | | | | | NA | | | NA | | 1999 |
| | | | | To | 67-713 | | | | | | | | | | | |
| 640 | 0.01 | 150 | R | From | Dinwiddie County Line | | | | | | NA | | | NA | | 1999 |
| | | | | To | | | | | | | | | | | | |
| 641 | 0.30 | 9 | R | From | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To | 67-648 | | | | | | | | | | | |
| 641 | 0.85 | 200 | R | From | US 460 BUS; SR 49 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To | | | | | | | | | | | | |
| 642 | 0.70 | 80 | R | From | 67-633 | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| 643 | 1.38 | 1300 | F | From | ECL Blackstone | | | | | C | 0.146 | F | 0.594 | 1300 | F | 2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| 644 | 4.90 | 210 | R | From | SR 46 | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To | SCL Blackstone | | | | | | | | | | | |
| 645 | 0.70 | 170 | R | From | Brunswick County Line | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To | SR 46 | | | | | | | | | | | |
| 646 | 2.20 | 110 | R | From | 67-625 | | | | | | NA | | | NA | | 03/11/2002 |
| | | | | To | 67-607 | | | | | | | | | | | |
| 647 | 3.80 | 420 | R | From | US 360 | | | | | | NA | | | NA | | 1999 |
| | | | | To | SR 307 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------|--------|------|----|-------|---------------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 647 | 0.40 | 46 | R | From: | SR 307 | | | | | | NA | | | NA | | 02/25/2002 |
| | | | | To: | Amelia County Line | | | | | | | | | | | |
| 648 | 0.40 | 20 | R | From: | 67-641 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| 649 | 0.70 | 50 | R | From: | Dead End | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To: | 67-650 | | | | | | | | | | | |
| 650 | 1.30 | 120 | R | From: | Dead End | | | | | | NA | | | NA | | 1999 |
| | | | | To: | 67-633 | | | | | | | | | | | |
| 650 | 1.50 | 400 | R | From: | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | 67-691 | | | | | | | | | | | |
| 650 | 1.40 | 390 | F | 96% | 1% | 1% | 1% | 2% | 0% | C | 0.088 | F | 0.703 | 390 | F | 2002 |
| | | | | To: | 67-624; 67-723 | | | | | | | | | | | |
| 651 | 3.22 | 50 | R | From: | 67-723 | | | | | | NA | | | NA | | 02/25/2002 |
| | | | | To: | 67-625 | | | | | | | | | | | |
| 652 | 0.40 | 49 | R | From: | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | 67-609 | | | | | | | | | | | |
| 653 | 0.40 | 100 | R | From: | Dead End | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To: | 67-607 | | | | | | | | | | | |
| 654 | 0.75 | 80 | R | From: | Dead End | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To: | 0.75 ME Dead End | | | | | | | | | | | |
| 654 | 0.01 | 80 | R | From: | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | SR 49 | | | | | | | | | | | |
| 655 | 0.80 | 60 | R | From: | 67-625 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| 656 | 0.40 | 60 | R | From: | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | 67-612 | | | | | | | | | | | |
| 657 | 0.70 | 20 | R | From: | Prince Edward County Line | | | | | | NA | | | NA | | 02/25/2002 |
| | | | | To: | 67-624 | | | | | | | | | | | |
| 658 | 1.20 | 150 | R | From: | US 460 BUS | | | | | | NA | | | NA | | 1999 |
| | | | | To: | 67-626 | | | | | | | | | | | |
| 659 | 0.55 | 50 | R | From: | 67-726 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | 0.55 ME 67-726 | | | | | | | | | | | |
| 659 | 0.65 | 60 | R | From: | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | 67-614 | | | | | | | | | | | |
| 660 | 2.40 | 290 | R | From: | SR 153 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| 661 | 0.75 | 260 | R | From: | US 360 | | | | | | NA | | | NA | | 1999 |
| | | | | To: | 67-703 | | | | | | | | | | | |
| 661 | 0.25 | 210 | R | From: | | | | | | | NA | | | NA | | 02/25/2002 |
| | | | | To: | 0.25 MN 67-703 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|--------|------|----|-------|----------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 661 | 0.30 | 170 | R | From | 0.25 MN 67-703 | | | | | | NA | | | NA | | 02/25/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 662 | 0.80 | 110 | R | From | Dead End | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To | SR 46 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 663 | 0.20 | 120 | R | From | Dead End | | | | | | NA | | | NA | | 03/07/2002 |
| | | | | To | SCL Burkeville | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 663 | 0.07 | 120 | R | From | SCL Burkeville | | | | | | NA | | | NA | | 03/07/2002 |
| | | | | To | 67-706 | | | | | | | | | | | |
| 663 | 0.42 | 370 | R | From | 67-706 | | | | | | NA | | | NA | | 03/07/2002 |
| | | | | To | 67-624 | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 664 | 1.65 | 120 | R | From | SR 49 | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To | SR 49 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 665 | 0.81 | 420 | F | 96% | 2% | 1% | 0% | 1% | 0% | C | 0.111 | F | 0.642 | 430 | F | 2002 |
| | | | | To | WCL Blackstone | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 666 | 0.90 | 210 | R | From | 67-604 | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To | 67-601 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 668 | 1.05 | 190 | R | From | ECL Blackstone | | | | | | NA | | | NA | | 1999 |
| | | | | To | SR 40 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 669 | 1.30 | 470 | R | From | US 460 | | | | | | NA | | | NA | | 1999 |
| | | | | To | 67-605 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 670 | 0.50 | 60 | R | From | US 360 | | | | | | NA | | | NA | | 02/25/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 671 | 0.75 | 20 | R | From | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To | 67-601 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 672 | 0.90 | 40 | R | From | 67-633 | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 673 | 0.75 | 30 | R | From | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To | 67-606 | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 674 | 0.20 | 160 | R | From | US 360 BUS | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To | 67-676 | | | | | | | | | | | |
| 674 | 0.11 | 70 | R | From | 67-676 | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 675 | 1.20 | 90 | R | From | SR 49 | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 676 | 0.11 | 60 | R | From | 67-638 | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To | 67-674 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|--------|------|----|-------|---------------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 677 | 0.55 | 50 | R | From | Dead End | | | | | | NA | | | NA | | 02/25/2002 |
| | | | | To | 67-624 | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 678 | 0.05 | 300 | R | From | Dead End | | | | | | NA | | | NA | | 03/07/2002 |
| | | | | To | 67-698 | | | | | | | | | | | |
| 678 | 0.20 | 180 | F | 96% | 0% | 2% | 2% | 0% | 0% | C | 0.133 | F | 0.625 | 180 | F | 2002 |
| 678 | 0.08 | 380 | F | From | 67-624 | | | | | F | 0.099 | F | 0.654 | 380 | F | 2002 |
| | | | | To | 67-724 | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 679 | 0.40 | 20 | R | From | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To | 67-604 | | | | | | | | | | | |
| 680 | 0.53 | 40 | R | From | 67-619 | | | | | | NA | | | NA | | 02/25/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| 681 | 1.69 | 40 | R | From | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To | 67-610 | | | | | | | | | | | |
| 682 | 0.40 | 170 | R | From | 67-612 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To | Amelia County Line | | | | | | | | | | | |
| 683 | 0.10 | 48 | R | From | US 460 BUS | | | | | | NA | | | NA | | 02/11/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| 684 | 0.55 | 40 | R | From | Dead End | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To | 67-607 | | | | | | | | | | | |
| 685 | 0.45 | 40 | R | From | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To | 67-601 | | | | | | | | | | | |
| 686 | 0.55 | 47 | R | From | 67-627 | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 688 | 0.08 | 80 | R | From | 67-724 | | | | | | NA | | | NA | | 03/07/2002 |
| | | | | To | 67-624 | | | | | | | | | | | |
| 688 | 0.09 | 46 | R | From | Dead End | | | | | | NA | | | NA | | 03/07/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| 689 | 0.08 | 370 | R | From | 67-624; 67-724 | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To | 67-697 Gap Terminus | | | | | | | | | | | |
| 689 | 0.08 | 60 | R | From | 67-709 | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To | 67-709 | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 690 | 0.20 | 5 | R | From | US 460 BUS | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| 691 | 1.20 | 140 | R | From | Dead End | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To | 67-650 | | | | | | | | | | | |
| 692 | 0.55 | 100 | R | From | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To | 67-606 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|----------------------------|--------|------|----|-------|----------------|-----------------|--|--|----|-------|--------------|-------|---------------|-------|------------|------------|
| 2Axle 3+Axle 1Trail 2Trail | | | | | | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 694 | 0.15 | 70 | R | From: | US 460 BUS | | | | | NA | | | NA | | | 03/11/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 695 | 0.10 | 80 | R | From: | US 360 BUS | | | | | NA | | | NA | | | 03/20/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| 696 | 0.10 | 90 | R | From: | 67-628 | | | | | NA | | | NA | | | 03/20/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| 697 | 0.02 | 30 | R | From: | Dead End | | | | | NA | | | NA | | | 03/07/2002 |
| | | | | To: | 67-711 | | | | | | | | | | | |
| 697 | 0.08 | 140 | R | From: | | | | | | NA | | | NA | | | 03/07/2002 |
| 697 | 0.25 | 180 | F | To: | 67-698 | | | | C | 0.123 | F | 0.539 | 180 | F | | 2002 |
| | | | | To: | 67-624 | | | | | | | | | | | |
| 698 | 0.32 | 150 | F | From: | 67-678 | | | | C | 0.106 | F | 0.563 | 150 | F | | 2002 |
| | | | | To: | 67-697 | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 699 | 0.08 | 160 | F | From: | US 460 BUS | | | | C | 0.116 | F | 0.79 | 160 | F | | 2002 |
| | | | | To: | 67-726 | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 700 | 0.15 | 80 | R | From: | 67-676 | | | | NA | | | NA | | | 03/20/2002 | |
| | | | | To: | 67-637 | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 702 | 0.20 | 120 | R | From: | US 360 | | | | NA | | | NA | | | 02/25/2002 | |
| | | | | To: | 0.20 ME US 360 | | | | | | | | | | | |
| 702 | 0.30 | 20 | R | From: | | | | | NA | | | NA | | | 02/25/2002 | |
| | | | | To: | Dead End | | | | | | | | | | | |
| 703 | 0.40 | 70 | R | From: | Dead End | | | | NA | | | NA | | | 02/25/2002 | |
| | | | | To: | 67-661 | | | | | | | | | | | |
| 704 | 0.40 | 90 | R | From: | SR 49 | | | | NA | | | NA | | | 02/20/2002 | |
| | | | | To: | Dead End | | | | | | | | | | | |
| 705 | 0.20 | 20 | R | From: | Dead End | | | | NA | | | NA | | | 02/25/2002 | |
| | | | | To: | US 360 | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 706 | 0.09 | 90 | R | From: | 67-663 | | | | NA | | | NA | | | 03/07/2002 | |
| | | | | To: | 67-707 | | | | | | | | | | | |
| 707 | 0.26 | 100 | R | From: | 67-706 | | | | NA | | | NA | | | 03/07/2002 | |
| | | | | To: | 67-635 | | | | | | | | | | | |
| 707 | 0.04 | 40 | R | From: | | | | | NA | | | NA | | | 03/07/2002 | |
| | | | | To: | Dead End | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 708 | 0.25 | 49 | R | From: | Dead End | | | | NA | | | NA | | | 02/20/2002 | |
| | | | | To: | 67-607 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|--------|------|-----|-------|---------------------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 709 | 0.11 | 100 | R | From: | 67-635 | | | | | | NA | | | NA | | 03/07/2002 |
| | | | | To: | 67-624 | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 710 | 0.15 | 60 | R | From: | 67-615 | | | | | | NA | | | NA | | 02/25/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 711 | 0.07 | 60 | R | From: | 67-707 | | | | | | NA | | | NA | | 03/07/2002 |
| | | | | To: | 67-697 | | | | | | | | | | | |
| 712 | 0.25 | 340 | R | From: | Dead End | | | | | | NA | | | NA | | 03/07/2002 |
| | | | | To: | 67-624 | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 713 | 0.40 | 40 | R | From: | 67-640 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| 714 | 0.30 | 40 | R | From: | Prince Edward County Line | | | | | | NA | | | NA | | 02/25/2002 |
| | | | | To: | 67-624 | | | | | | | | | | | |
| 715 | 0.11 | 20 | R | From: | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | 67-609 | | | | | | | | | | | |
| 716 | 0.17 | 100 | F | From: | US 360 | | | | | C | 0.182 | F | 0.667 | 100 | F | 2002 |
| | | | | To: | WCL Burkeville | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 716 | 0.03 | NA | | From: | WCL Burkeville | | | | | F | 0.182 | N | 0.667 | NA | | 2002 |
| | | | 92% | 2% | 6% | 1% | 1% | 0% | | | | | | | | |
| 716 | 0.29 | 810 | R | From: | 67-621 | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To: | US 360 BUS | | | | | | | | | | | |
| 717 | 0.03 | 280 | R | From: | 67-716 | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To: | US 360 BUS | | | | | | | | | | | |
| 717 | 0.16 | 130 | R | From: | US 360 BUS | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To: | 67-676 | | | | | | | | | | | |
| 718 | 0.10 | 750 | R | From: | US 360 | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 719 | 0.10 | 360 | R | From: | SR 153 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | 0.10 ME SR 153 | | | | | | | | | | | |
| 719 | 0.20 | 360 | R | From: | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| 720 | 0.80 | 45 | R | From: | 67-612 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| 721 | 0.20 | 40 | R | From: | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | 0.20 ME Dead End | | | | | | | | | | | |
| 721 | 0.20 | 130 | R | From: | Dead End | | | | | | NA | | | NA | | 1995 |
| | | | | To: | SR 40 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year | |
|--------------------|----------------|------|------|-----------|-----------------------|--------------------------|--------|--------|--------|----|-----------|-------|------------|-------|------|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | | |
| (723) | 2.96 | 1200 | F | From: 92% | Lunenburg County Line | | | | | F | 0.096 | F | 0.595 | 1200 | F | 2002 | |
| (723) | 3.97 | 1400 | F | To: 92% | 67-625 | | | | | F | 0.100 | F | 0.601 | 1400 | F | 2002 | |
| (723) | 1.54 | 1400 | F | To: 92% | 67-724 | | | | | C | 0.096 | F | 0.591 | 1400 | F | 2002 | |
| (723) | 0.16 | 720 | F | To: 92% | US 460 | | | | | C | 0.09 | F | 0.662 | 720 | F | 2002 | |
| | | | | To: | US 360 | | | | | | | | | | | | |
| (724) | Old Plank Road | 1.41 | 310 | R | From: | 67-723 Lewiston Plank Rd | | | | | | NA | | | NA | | 1999 |
| | | | | To: | SCL Burkeville | | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | | |
| (724) | Old Plank Road | 0.33 | 260 | R | From: | SCL Burkeville | | | | | | NA | | | NA | | 1999 |
| (724) | | 0.08 | 860 | R | To: From: | 67-635 3rd St | | | | | | NA | | | NA | | 1999 |
| (724) | | 0.08 | 980 | R | To: From: | 67-624 S; 67-689 2nd St | | | | | | NA | | | NA | | 1999 |
| (724) | | 0.14 | 170 | F | To: From: | 67-624 NORTH 1st St | | | | | | 0.126 | F | 0.682 | 170 | F | 2002 |
| (724) | | 0.08 | 1300 | G | To: From: | 67-678 Oak St | | | | | C | NA | | | 1300 | G | 2002 |
| (724) | | 0.41 | 280 | R | To: From: | US 360 BUS | | | | | | NA | | | NA | | 1999 |
| | | | | To: | Dead End | | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | | |
| (726) | | 0.60 | 70 | R | From: | Dead End | | | | | | NA | | | NA | | 1999 |
| (726) | | 0.60 | 100 | R | To: From: | 67-659 | | | | | | NA | | | NA | | 1999 |
| (726) | | 0.70 | 160 | R | To: From: | 67-699 | | | | | | NA | | | NA | | 1999 |
| | | | | To: | 67-614; 67-625 | | | | | | | | | | | | |
| (727) | | 0.30 | 50 | R | From: | US 460 BUS | | | | | | NA | | | NA | | 03/11/2002 |
| | | | | To: | Dead End | | | | | | | | | | | | |
| (728) | | 0.20 | 40 | R | From: | US 460 BUS | | | | | | NA | | | NA | | 03/11/2002 |
| | | | | To: | Dead End | | | | | | | | | | | | |
| (730) | | 1.00 | 170 | R | From: | 67-610 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | Amelia County Line | | | | | | | | | | | | |
| (731) | | 0.22 | 280 | R | From: | 67-614; 67-625 | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | Dead End | | | | | | | | | | | | |
| (732) | | 0.37 | 40 | R | From: | Dead End | | | | | | NA | | | NA | | 02/13/2002 |
| | | | | To: | US 460 BUS | | | | | | | | | | | | |
| (740) | | 0.28 | 30 | R | From: | US 460 | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To: | Dead End | | | | | | | | | | | | |
| (750) | | 1.54 | NA | | From: | Dead End/ | | | | | | NA | | | NA | | |
| | | | | To: | C2US-00460(B)/ | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------|--------------------|------|------|-------|----------------------|-------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| (751) | 0.23 | NA | | From | Dead End/ | | | | | | NA | | | NA | | |
| | | | | To | SR-00040(B)/ROAD(U)/ | | | | | | | | | | | |
| (752) | 0.95 | NA | | From | 67-00753(L)/ | | | | | | NA | | | NA | | |
| | | | | To | SR-00040(B)/ | | | | | | | | | | | |
| (753) | 1.38 | NA | | From | Dead End/ | | | | | | NA | | | NA | | |
| | | | | To | 67-00752(L)/ | | | | | | | | | | | |
| (754) | 1.02 | NA | | From | Dead End/ | | | | | | NA | | | NA | | |
| | | | | To | 67-00753(B)/ | | | | | | | | | | | |
| (755) | 1.13 | NA | | From | Dead End/ | | | | | | NA | | | NA | | |
| | | | | To | 67-00753(B)/ | | | | | | | | | | | |
| (756) | 1.17 | NA | | From | Dead End/ | | | | | | NA | | | NA | | |
| | | | | To | 67-00753(B)/ | | | | | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| (1001) | E. Carolina Avenue | 0.24 | 300 | F | 97% | 1% | 1% | 0% | 0% | F | 0.108 | F | 0.567 | 300 | F | 2002 |
| | | | | | To | 67-1038 Country Club Rd | | | | | | | | | | |
| (1001) | | 0.24 | 590 | F | 97% | 1% | 1% | 0% | 0% | F | 0.111 | F | 0.6 | 600 | F | 2002 |
| | | | | | To | 67-1021 Third St | | | | | | | | | | |
| (1001) | | 0.17 | 940 | F | 97% | 1% | 1% | 0% | 0% | F | 0.123 | F | 0.617 | 950 | F | 2002 |
| | | | | | To | 67-1023 | | | | | | | | | | |
| (1001) | Carolina Ave | 0.08 | 1500 | F | 97% | 1% | 1% | 0% | 0% | C | 0.126 | F | 0.519 | 1500 | F | 2002 |
| | | | | | To | 67-1025 Tyler St | | | | | | | | | | |
| (1001) | | 0.16 | 1100 | F | 97% | 1% | 1% | 0% | 0% | F | 0.117 | F | 0.681 | 1100 | F | 2002 |
| | | | | | To | 67-618 Carter St | | | | | | | | | | |
| (1001) | | 0.28 | 990 | F | 97% | 1% | 1% | 0% | 0% | F | 0.118 | F | 0.672 | 1000 | F | 2002 |
| | | | | | To | 67-1027 | | | | | | | | | | |
| (1001) | | 0.59 | 860 | F | 97% | 1% | 1% | 0% | 0% | F | 0.112 | F | 0.612 | 860 | F | 2002 |
| | | | | | To | 67-1033 | | | | | | | | | | |
| (1001) | | 0.25 | 610 | F | 97% | 1% | 1% | 0% | 0% | F | 0.122 | F | 0.607 | 610 | F | 2002 |
| | | | | | To | 67-1042 | | | | | | | | | | |
| (1002) | | 0.07 | 470 | R | From | US 460 | | | | | | NA | | NA | | 1999 |
| | | | | | To | 67-1044 | | | | | | | | | | |
| (1002) | | 0.27 | 330 | R | From | | | | | | | NA | | NA | | 1999 |
| | | | | | To | 67-1001 | | | | | | | | | | |
| (1003) | | 0.09 | 30 | R | From | 67-1002 | | | | | | NA | | NA | | 1999 |
| | | | | | To | 67-630 | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| (1004) | | 0.85 | 260 | R | From | SR 49 | | | | | | NA | | NA | | 03/20/2002 |
| | | | | | To | 67-1002 | | | | | | | | | | |
| (1005) | | 1.66 | 100 | R | From | 67-1006 | | | | | | NA | | NA | | 1999 |
| | | | | | To | Dead End | | | | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| (1005) | | 0.30 | 100 | N | From | SCL Crewe | | | | | | NA | | 0 | N | 1999 |
| | | | | | To | SCL Crewe | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------------------|--------|------|----|-------|--|-------|--|--|--|----|-----------|----|------------|-------|----|------------|
| -----2Axle 3+Axle 1Trail 2Trail----- | | | | | | | | | | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| (1005) | 0.07 | 340 | R | From: | US 460 | | | | | | NA | | | NA | | 1999 |
| (1005) | 0.07 | 340 | R | To: | 67-1001 | | | | | | NA | | | NA | | 1999 |
| (1005) | 0.20 | 260 | R | From: | 67-1009 | | | | | | NA | | | NA | | 1999 |
| (1005) | 0.07 | 100 | R | To: | 67-1046 | | | | | | NA | | | NA | | 1999 |
| | | | | To: | Dead End | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| (1006) | 1.41 | 350 | R | From: | US 460 EAST | | | | | | NA | | | NA | | 03/18/2002 |
| | | | | To: | US 460 W; 67-632 | | | | | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| (1007) | 0.28 | 160 | R | From: | 67-619 | | | | | | NA | | | NA | | 03/11/2002 |
| | | | | To: | 67-1008 | | | | | | | | | | | |
| (1008) | 0.06 | 20 | R | From: | 67-618 | | | | | | NA | | | NA | | 03/11/2002 |
| | | | | To: | 67-1007 | | | | | | | | | | | |
| (1009) | 0.08 | 230 | R | From: | 67-1027; 67-1028 | | | | | | NA | | | NA | | 1999 |
| (1009) | 0.34 | 410 | R | To: | 67-1026 | | | | | | NA | | | NA | | 1999 |
| (1009) | 0.37 | 290 | R | From: | 67-1023 | | | | | | NA | | | NA | | 1999 |
| (1009) | 0.13 | 190 | R | To: | 67-1005 | | | | | | NA | | | NA | | 1999 |
| | | | | To: | 67-1038 | | | | | | | | | | | |
| (1010) | 0.08 | 160 | R | From: | 67-1027 | | | | | | NA | | | NA | | 1999 |
| (1010) | 0.25 | 190 | R | To: | 67-1026 | | | | | | NA | | | NA | | 1999 |
| (1010) | 0.22 | 190 | R | From: | 67-1024 | | | | | | NA | | | NA | | 1999 |
| (1010) | 0.07 | 50 | R | To: | 67-1022 | | | | | | NA | | | NA | | 1999 |
| (1010) | 0.13 | 80 | R | From: | Dead End; Gap Terminus 67-1021 Gap Terminus | | | | | | NA | | | NA | | 1999 |
| | | | | To: | 67-1005 | | | | | | | | | | | |
| (1011) | 0.40 | 580 | R | From: | 67-1026 | | | | | | NA | | | NA | | 03/18/2002 |
| (1011) | 0.10 | 60 | R | To: | Dead End; Gap Terminus | | | | | | NA | | | NA | | 03/18/2002 |
| (1012) | 0.07 | 230 | R | From: | 67-1030 | | | | | | NA | | | NA | | 03/18/2002 |
| (1012) | 0.09 | 70 | R | To: | 67-1028 Gap Terminus 67-1027 Gap Terminus | | | | | | NA | | | NA | | 03/18/2002 |
| | | | | To: | 67-1026 | | | | | | | | | | | |
| (1013) | 0.22 | 160 | R | From: | 67-1028 | | | | | | NA | | | NA | | 03/18/2002 |
| | | | | To: | 67-1026 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|---------------|--------|------|----|-------|----------|-----------------|--------|--------|--------|----|-----------|----|------------|-------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| 1013 | 0.09 | 170 | R | From | 67-1026 | | | | | NA | | | NA | | 03/18/2002 | |
| | | | | To | 67-618 | | | | | | | | | | | |
| 1014 | 0.27 | 180 | R | From | Dead End | | | | | NA | | | NA | | 03/18/2002 | |
| | | | | To | 67-1026 | | | | | | | | | | | |
| 1015 | 0.17 | 180 | R | From | 67-619 | | | | | NA | | | NA | | 03/11/2002 | |
| | | | | To | 67-1039 | | | | | | | | | | | |
| 1015 | 0.06 | 20 | R | From | Dead End | | | | | NA | | | NA | | 03/11/2002 | |
| | | | | To | Dead End | | | | | | | | | | | |
| 1016 | 0.08 | 60 | R | From | Dead End | | | | | NA | | | NA | | 03/11/2002 | |
| | | | | To | 67-1019 | | | | | | | | | | | |
| 1016 | 0.10 | 140 | R | From | 67-1019 | | | | | NA | | | NA | | 03/11/2002 | |
| | | | | To | 67-1025 | | | | | | | | | | | |
| 1017 | 0.10 | 80 | R | From | 67-1019 | | | | | NA | | | NA | | 03/11/2002 | |
| | | | | To | 67-1025 | | | | | | | | | | | |
| 1018 | 0.09 | 230 | R | From | 67-1011 | | | | | NA | | | NA | | 03/18/2002 | |
| | | | | To | 67-1019 | | | | | | | | | | | |
| 1019 | 0.07 | 110 | R | From | 67-1018 | | | | | NA | | | NA | | 03/11/2002 | |
| | | | | To | 67-1017 | | | | | | | | | | | |
| 1019 | 0.05 | 60 | R | From | 67-1017 | | | | | NA | | | NA | | 03/11/2002 | |
| | | | | To | 67-1016 | | | | | | | | | | | |
| 1020 | 0.06 | 190 | R | From | US 460 | | | | | NA | | | NA | | 03/18/2002 | |
| | | | | To | 67-1023 | | | | | | | | | | | |
| 1020 | 0.34 | 190 | R | From | 67-1023 | | | | | NA | | | NA | | 03/18/2002 | |
| | | | | To | 67-1005 | | | | | | | | | | | |
| 1021 | 0.21 | 210 | R | From | 67-1020 | | | | | NA | | | NA | | 03/18/2002 | |
| | | | | To | 67-1009 | | | | | | | | | | | |
| 1021 | 0.07 | 100 | R | From | 67-1009 | | | | | NA | | | NA | | 03/18/2002 | |
| | | | | To | 67-1010 | | | | | | | | | | | |
| 1022 | 0.06 | 600 | R | From | 67-1020 | | | | | NA | | | NA | | 1999 | |
| | | | | To | US 460 | | | | | | | | | | | |
| 1022 | 0.14 | 790 | R | From | US 460 | | | | | NA | | | NA | | 1999 | |
| | | | | To | 67-1009 | | | | | | | | | | | |
| 1022 | 0.26 | 740 | R | From | 67-1009 | | | | | NA | | | NA | | 1999 | |
| | | | | To | 67-1047 | | | | | | | | | | | |
| 1022 | 0.03 | 390 | R | From | 67-1047 | | | | | NA | | | NA | | 1999 | |
| | | | | To | 67-1050 | | | | | | | | | | | |
| 1022 | 0.03 | 230 | R | From | 67-1050 | | | | | NA | | | NA | | 1999 | |
| | | | | To | Dead End | | | | | | | | | | | |
| 1023 | 0.05 | 190 | R | From | 67-1020 | | | | | NA | | | NA | | 03/18/2002 | |
| | | | | To | US 460 | | | | | | | | | | | |
| 1023 | 0.34 | 320 | R | From | US 460 | | | | | NA | | | NA | | 03/18/2002 | |
| | | | | To | 67-1046 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|---------------|--------|------|----|-------|------------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| 1023 | 0.06 | 70 | R | From | 67-1046 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1047 | | | | | | | | | | | |
| 1024 | 0.07 | 120 | R | From | 67-1048 | | | | | NA | | | NA | | | 02/20/2002 |
| | | | | To | US 460 | | | | | | | | | | | |
| 1024 | 0.14 | 70 | R | From | | | | | | NA | | | NA | | | 03/18/2002 |
| 1024 | 0.06 | 180 | R | From | 67-1009 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1010 | | | | | | | | | | | |
| 1025 | 0.14 | 1400 | R | From | US 460 | | | | | NA | | | NA | | | 1999 |
| | | | | To | 67-1009 | | | | | | | | | | | |
| 1025 | 0.24 | 1700 | R | From | | | | | | NA | | | NA | | | 1999 |
| 1025 | 0.05 | 2000 | R | From | 67-1016 | | | | | NA | | | NA | | | 1999 |
| | | | | To | 67-618; 67-619 | | | | | | | | | | | |
| 1026 | 0.07 | 950 | R | From | US 460 | | | | | NA | | | NA | | | 1999 |
| | | | | To | 67-1001 | | | | | | | | | | | |
| 1026 | 0.43 | 480 | R | From | | | | | | NA | | | NA | | | 1999 |
| 1027 | 0.14 | 500 | R | From | US 460 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1009; 67-1028 | | | | | | | | | | | |
| 1027 | 0.10 | 300 | R | From | | | | | | NA | | | NA | | | 03/18/2002 |
| 1027 | 0.14 | 190 | R | From | 67-1012 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1014 | | | | | | | | | | | |
| 1028 | 0.16 | 320 | R | From | 67-1009; 67-1027 | | | | | NA | | | NA | | | 03/20/2002 |
| | | | | To | 67-1013 | | | | | | | | | | | |
| 1029 | 0.18 | 150 | R | From | 67-1001; 67-1032 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1028 | | | | | | | | | | | |
| 1030 | 0.06 | 120 | R | From | 67-1001 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1029 | | | | | | | | | | | |
| 1030 | 0.07 | 60 | R | From | | | | | | NA | | | NA | | | 03/18/2002 |
| 1031 | 0.07 | 60 | R | From | US 460 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1001 | | | | | | | | | | | |
| 1032 | 0.07 | 80 | R | From | US 460 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1001; 67-1029 | | | | | | | | | | | |
| 1033 | 0.07 | 200 | R | From | US 460 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1001 | | | | | | | | | | | |
| 1033 | 0.29 | 390 | R | From | | | | | | NA | | | NA | | | 03/18/2002 |
| 1034 | 0.07 | 120 | R | From | US 460 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1001 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------|--------|------|----|-------|---------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| 1034 | 0.07 | 47 | R | From | 67-1001 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| 1035 | 0.20 | 80 | R | From | US 460 | | | | | NA | | | NA | | | 03/20/2002 |
| | | | | To | OLD NCL Crewe | | | | | | | | | | | |
| 1036 | 0.07 | 80 | R | From | US 460 | | | | | NA | | | NA | | | 03/20/2002 |
| | | | | To | 67-1001 | | | | | | | | | | | |
| 1037 | 0.07 | 180 | R | From | US 460 | | | | | NA | | | NA | | | 03/20/2002 |
| | | | | To | 67-1001 | | | | | | | | | | | |
| 1038 | 0.07 | 660 | R | From | US 460 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1001 | | | | | | | | | | | |
| 1038 | 0.07 | 390 | R | From | 67-1009 | | | | | NA | | | NA | | | 03/18/2002 |
| 1038 | 0.16 | 130 | R | From | 67-1009 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| 1039 | 0.07 | 60 | R | From | 67-618 | | | | | NA | | | NA | | | 03/11/2002 |
| | | | | To | 67-1007 | | | | | | | | | | | |
| 1039 | 0.08 | 49 | R | From | 67-1015 | | | | | NA | | | NA | | | 03/11/2002 |
| | | | | To | 67-1015 | | | | | | | | | | | |
| 1040 | 0.35 | 90 | R | From | 67-1002 | | | | | NA | | | NA | | | 1999 |
| | | | | To | 67-1043 | | | | | | | | | | | |
| 1041 | 0.13 | 90 | R | From | US 460 | | | | | NA | | | NA | | | 03/20/2002 |
| | | | | To | 67-1040 | | | | | | | | | | | |
| 1042 | 0.13 | 110 | R | From | US 460 | | | | | NA | | | NA | | | 03/20/2002 |
| | | | | To | 67-1040 | | | | | | | | | | | |
| 1043 | 0.13 | 290 | R | From | 35-460 | | | | | NA | | | NA | | | 1999 |
| | | | | To | 67-1040 | | | | | | | | | | | |
| 1044 | 0.41 | 340 | R | From | 67-630 | | | | | NA | | | NA | | | 03/20/2002 |
| | | | | To | US 460 | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 1045 | 0.17 | 45 | R | From | SR 49 | | | | | NA | | | NA | | | 02/20/2002 |
| | | | | To | Dead End | | | | | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| 1046 | 0.04 | 60 | R | From | Dead End | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1005 | | | | | | | | | | | |
| 1046 | 0.37 | 130 | R | From | 67-1023 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1023 | | | | | | | | | | | |
| 1047 | 0.12 | 60 | R | From | 67-1023 | | | | | NA | | | NA | | | 03/18/2002 |
| | | | | To | 67-1022 | | | | | | | | | | | |
| 1048 | 0.06 | 30 | R | From | Dead End | | | | | NA | | | NA | | | 02/20/2002 |
| | | | | To | 67-1024 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|-------------|------|------|-------|-----------------------|---------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| 1048 | 0.04 | 40 | R | From: | 67-1024 | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 1049 | 0.30 | 60 | R | From: | US 460 | | | | | | NA | | | NA | | 03/18/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| Town of Crewe | | | | | | | | | | | | | | | | |
| 1050 | 0.07 | 90 | R | From: | Dead End | | | | | | NA | | | NA | | 03/18/2002 |
| | | | | To: | 67-1022 | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 1051 | 0.20 | 280 | R | From: | Dead End | | | | | | NA | | | NA | | 02/20/2002 |
| | | | | To: | 67-619 | | | | | | | | | | | |
| 1052 | 0.05 | 760 | R | From: | Dead End | | | | | | NA | | | NA | | 03/18/2002 |
| | | | | To: | 67-632 | | | | | | | | | | | |
| 1105 | 0.15 | 60 | R | From: | Dead End | | | | | | NA | | | NA | | 03/11/2002 |
| | | | | To: | US 460 BUS | | | | | | | | | | | |
| 9457 | 0.21 | 1600 | R | From: | US 460 BUS | | | | | | NA | | | NA | | 03/11/2002 |
| | | | | To: | Nottoway High School | | | | | | | | | | | |
| Town of Burkeville | | | | | | | | | | | | | | | | |
| 9694 | 0.20 | 70 | R | From: | 67-712 | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To: | 0.20 ME 67-712 | | | | | | | | | | | |
| 9694 | 0.06 | 110 | R | From: | | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To: | Burkeville Int School | | | | | | | | | | | |
| 9694 | 0.07 | 40 | R | From: | | | | | | | NA | | | NA | | 03/20/2002 |
| | | | | To: | Dead End | | | | | | | | | | | |
| Nottoway County | | | | | | | | | | | | | | | | |
| 9911 | 0.19 | 30 | R | From: | 67-632 | | | | | | NA | | | NA | | 03/18/2002 |
| | | | | To: | Crew Primary School | | | | | | | | | | | |
| Town of Blackstone | | | | | | | | | | | | | | | | |
| 1142 | Amelia Ave | 0.21 | 1200 | F | 98% | 1% | 1% | 0% | 0% | C | 0.093 | F | 0.513 | 1200 | F | 2002 |
| | | | | | To: | Church St | | | | | | | | | | |
| 1142 | Amelia Ave | 0.21 | 530 | F | 99% | 1% | 0% | 1% | 0% | C | 0.110 | F | 0.518 | 530 | F | 2002 |
| | | | | | To: | Church St | | | | | | | | | | |
| 2142 | Brown St | 0.24 | 3700 | F | 98% | 0% | 1% | 0% | 1% | C | 0.096 | F | 0.526 | 3700 | F | 2002 |
| | | | | | From: | Nottoway Ave | | | | | | | | | | |
| 2142 | Brown St | 0.04 | 2900 | F | 98% | 0% | 1% | 0% | 1% | F | 0.106 | F | 0.553 | 2900 | F | 2002 |
| | | | | | To: | Broad St | | | | | | | | | | |
| 2142 | Brown St | 0.33 | 1100 | F | 97% | 1% | 1% | 0% | 1% | C | 0.109 | F | 0.638 | 1200 | F | 2002 |
| | | | | | To: | Division St | | | | | | | | | | |
| 3142 | College Ave | 0.55 | 270 | F | 97% | 1% | 1% | 0% | 0% | C | 0.157 | F | 0.527 | 270 | F | 2002 |
| | | | | | To: | Tenth St | | | | | | | | | | |
| 4142 | Division St | 0.06 | 960 | F | 97% | 1% | 1% | 0% | 0% | F | 0.129 | F | 0.635 | 960 | F | 2002 |
| | | | | | To: | North Main St | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|----------------------------|--------|------|----|-------|------------------------------|-----------------|--|--|--|----|-----------|----|------------|-------|----|------|
| 2Axle 3+Axle 1Trail 2Trail | | | | | | | | | | | | | | | | |
| Town of Blackstone | | | | | | | | | | | | | | | | |
| 5142 Fourth St | 0.11 | 790 | F | From: | South Freeman St | | | | | F | 0.111 | F | 0.615 | 790 | F | 2002 |
| | | | | To: | Amelia Ave | | | | | | | | | | | |
| 6142 S Freeman St | 0.19 | NA | | From: | JB-67-142 SCL Blackstone | | | | | NA | | | NA | | | |
| | | | | To: | Fourth Street | | | | | | | | | | | |
| 7142 Nottoway Ave | 0.93 | NA | | From: | 67-665 JB-142 WCL Blackstone | | | | | NA | | | NA | | | |
| | | | | To: | 142-592 Court House Road | | | | | | | | | | | |
| 8142 Ridge Rd | 0.40 | 1000 | F | From: | SCL Blackstone | | | | | C | 0.193 | F | 0.636 | 1000 | F | 2002 |
| | | | | To: | West Entrance Rd | | | | | | | | | | | |
| 9142 Tenth Street | 0.34 | 110 | F | From: | JB-67-142 New Corp Limits | | | | | F | 0.197 | F | 0.531 | 110 | F | 2002 |
| | | | | To: | JB-67-142 Old Corp Limits | | | | | | | | | | | |
| 9142 Tenth St | 0.80 | 950 | F | From: | SCL Blackstone | | | | | C | 0.118 | F | 0.556 | 950 | F | 2002 |
| | | | | To: | South Main St | | | | | | | | | | | |
| 10142 Barco Road | 0.20 | 2300 | F | From: | Cottage Rd Rt 606 | | | | | F | 0.107 | F | 0.684 | 2300 | F | 2002 |
| | | | | To: | US 460 BUS N. Main St | | | | | | | | | | | |
| 591142 West Entrance Rd | 0.22 | 3000 | F | From: | South Main St | | | | | C | 0.098 | F | 0.593 | 3000 | F | 2002 |
| | | | | To: | Lester St | | | | | | | | | | | |
| 591142 West Entrance Rd | 0.15 | 1600 | F | From: | 1% 1% 0% 1% 0% | | | | | F | 0.123 | F | 0.781 | 1700 | F | 2002 |
| | | | | To: | ECL Blackstone | | | | | | | | | | | |
| 592142 Nottoway Ave | 0.83 | 1100 | F | From: | WCL Blackstone | | | | | C | 0.098 | F | 0.508 | 1100 | F | 2002 |
| | | | | To: | Courthouse Rd | | | | | | | | | | | |
| 592142 Nottoway Ave | 0.07 | 1700 | F | From: | 1% 2% 1% 0% 1% 0% | | | | | F | 0.096 | F | 0.613 | 1700 | F | 2002 |
| | | | | To: | Fort Ave | | | | | | | | | | | |
| 592142 Nottoway Ave | 0.05 | 1700 | F | From: | 1% 2% 1% 0% 1% 0% | | | | | F | 0.097 | F | 0.627 | 1700 | F | 2002 |
| | | | | To: | Morris St | | | | | | | | | | | |
| 592142 Nottoway Ave | 0.17 | 1900 | F | From: | 1% 0% 0% 1% 0% | | | | | C | 0.098 | F | 0.644 | 1900 | F | 2002 |
| | | | | To: | Brown St | | | | | | | | | | | |
| 592142 Court House Rd | 0.09 | NA | | From: | 142-2 Brown St | | | | | NA | | | NA | | | |
| | | | | To: | C2US 460 Nottoway Ave | | | | | | | | | | | |
| 1584142 North West Ave | 1.82 | 3200 | F | From: | Nottoway Ave | | | | | C | 0.098 | F | 0.601 | 3200 | F | 2002 |
| | | | | To: | SCL Blackstone | | | | | | | | | | | |
| Some Rd | | 760 | M | From: | Somewhere | | | | | | 0.095 | N | | NA | | 2002 |
| | | | | To: | Anywhere | | | | | | | | | | | |